

## Community Values and Guiding Planning Principles for use in Planning the Future of Tysons Corner

Community values were gathered at 20 public dialogues in January and February 2006. The Tysons Land Use Task Force used these values to identify Guiding Planning Principles for use in planning the future of Tysons Corner. Public comment on these Guiding Planning Principles was obtained in August 2006.

Tysons Land Use Task Force Guiding Planning Principles for Tysons Corner*		Move Tysons Corner forward within existing boundaries	Retain compatible transitions to adjacent neighborhoods	Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center	Reduce the time, cost and inconvenience of accessing and moving within Tysons	Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons	Attract mixed-use transit- oriented development and private investment to Metrorail station areas and transit connection locations	Engage people, communities, institutions and the private sector with government	Respect the unique natural features and topography
CHARACTER OF TYSONS									
Tysons should be a destination place (tourism)				●		●			
Enhance aesthetics of Tysons				●		●		●	●
Enhance sense of place				●		●		●	
Enhance sense of community				●		●		●	
CONNECTIVITY (see also TRAFFIC)									
Enhance ability to travel to and from Tysons from surrounding areas				●	●	●			
Enhance ability to get around Tysons				●	●	●			
Make Metro easily accessible to Tysons residents and nearby residents				●	●	●			
DENSITY									
Limit building heights			●						
No increased density/growth			●						
Make Tysons a more functional urban center				●		●			
Preserve and protect present character of surrounding residential neighborhoods	●	●							
Concentrate density around Metro	●	●							
Create and protect "transition zones" between higher and lower density	●	●							
ECONOMIC/BUSINESS CLIMATE									
Provide for economic growth and stability				●		●	●	●	
Don't push existing businesses out							●	●	
Maintain/enhance existing property values				●		●	●	●	
ENVIRONMENT									
Create more parks and greenspace				●		●		●	
Create athletic fields							●		
Enhance stormwater management and protect water quality								●	

\* The complete report on community dialogues and the full text of the Guiding Planning Principles can be found at [www.fairfaxcounty.gov/dpz/tysonscorner/](http://www.fairfaxcounty.gov/dpz/tysonscorner/)

**Tysons Land Use Task  
Force Guiding Planning  
Principles for Tysons  
Corner\***

**Community Values Identified in  
Early 2006 Public Dialogues\***

	Move Tysons Corner forward within existing boundaries	Retain compatible transitions to adjacent neighborhoods	Transform Tysons Corner from a suburban office park and activity center into a 24/7 urban center	Reduce the time, cost and inconvenience of accessing and moving within Tysons	Reduce the suburban focus on isolated buildings, surface parking and moving vehicles through Tysons	Attract mixed-use transit- oriented development and private investment to Metrorail station areas and transit connection locations	Engage people, communities, institutions and the private sector with government	Respect the unique natural features and topography
<b>INFRASTRUCTURE AND PUBLIC FACILITIES</b>								
Ensure that infrastructure and public facilities are sufficient to meet any increases in density			●	●	●		●	
Infrastructure improvements should be funded by developers							●	
Infrastructure improvements should be funded through public-private partnerships							●	
<b>METRO</b>								
Protect residents from light and noise pollution	●	●			●			
Minimize traffic impacts and other inconveniences during Metro construction				●				
Metro should be underground			●		●		●	●
<b>MIXED USE</b>								
Create more community-serving retail			●		●	●		
Increase street-level retail and small shops			●		●	●		
Increase entertainment and cultural uses			●			●	●	
<b>PARKING</b>								
Parking needed for Metro			●					
Keep Metro users from parking in residential neighborhoods and commercial/retail lots	●		●					
Make parking a less prominent feature		●	●	●				
<b>PEDESTRIAN AND BICYCLE IMPROVEMENTS</b>								
Enhance pedestrian access and safety within Tysons and to Tysons from surrounding communities			●	●	●			
Provide bike trails and/or lanes			●	●	●			
<b>TASK FORCE PROCESS</b>								
Task force should be more representative							●	
<b>RESIDENTIAL DEVELOPMENT</b>								
Create more affordable housing			●			●		
Create appropriate housing for Tysons workers			●			●		
Increase amount of housing in Tysons			●			●		
<b>SAFETY</b>								
Ensure personal safety with arrival of Metro			●	●	●			
<b>TRAFFIC (see also CONNECTIVITY)</b>								
Decrease traffic in general			●	●	●			
Improve the flow of traffic within and through Tysons			●	●	●			
Provide a "grid" street pattern			●	●	●			
Decrease reliance on autos			●	●	●			
Keep Tysons accessible by car			●	●	●			